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NOTICE

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Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union
Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 23, 1917.

EMPIRE TRADE PROBLEMS.

Now that the Imperial Conference has begun its sittings, the question of the Empire's future trade relationships passes out of the realm of mere academic discussion and becomes a matter of practical politics. Despite the very obvious and frantic opposition which is being set up by the so-called Free Traders to any change in our existing fiscal system, there are grounds for believing that the near future will witness the announcement of plans by which the various parts of the Empire will be brought commercially far more closely together than they now are, and by which, also, the present military and naval alliances between the nations fighting for civilization will be converted into a union that will long outlast the actual war. In that union there will be no room for Germany or her allies; indeed, the prime reason for its creation will be found in the general determination of those nations constituting it to make it impossible for the Hun ever again to spread his tentacles over the globe and to plan, through a process of "peaceful penetration," German world-domination.

But it is not alone by fiscal reform that British trade in particular is to attain to greater proportions in the future. Other and equally thoroughgoing changes will have to be brought into effect if we are to gain the fullest possible benefits from the opportunity which the war has given us of placing our trade arrangements on a new and a better basis. In this connection, it is something gained that the new President of the Board of Trade (Sir Albert Stanley) has already indicated, in recent announcements, that the Government is alive to the necessity of the Empire putting its house in order. He states that a British Trade Corporation, which is to facilitate the establishment of a Trade Credit Bank connected with existing financial institutions, is to be brought into being for the purpose of developing British trade abroad; and, following that announcement, he has indicated that the number of Trade Commissioners in various parts of the Empire is to be quadrupled, some of these officials to be stationed in India and the Crown Colonies. These are steps in the right direction, although they do not go nearly far enough. As to the creation of a trade bank, that is a distinctly sensible move, but unless it can be made available to the smaller businesses in outlying parts of the Empire, not much advantage is likely to accrue from its establishment.

We are more than usually interested in the announcement regarding the increase in the number of Trade Commissioners, because, in the first place, this touches a matter which has been dealt with at great length in the series of absorbingly interesting articles which appeared in the *Telegraph* some little time back on "Practical Patriotism." The fact, too, that the Crown Colonies are to be affected by the increase naturally concerns us in Hongkong. But there are two points that strike us when contemplating the decision announced by Sir Albert Stanley. The first is the miserably inadequate nature of the increase; and the second, the absurdity of perpetuating existing arrangements by retaining the appointments, as is presumably being done, in the hands of the Board of Trade. Sixteen missionaries of commerce are obviously better than four, but does anyone in his senses imagine that the British Empire can be properly covered by that number of men? What is needed, of course, is that their whole business of British commercial expansion should be taken out of the hands of the Board of Trade, and, as "Morse" so fittingly advocated, be made the special charge of a Ministry of Commerce. Already in Hongkong the Board of Trade is supposed, through the operation of most cumbersome machinery, to be of assistance to British commerce here, but in point of fact its services are practically, if not entirely, nil. And the same story can be told of other parts of the Empire as well. In so far as they imply a recognition of the fact that reforms are necessary, the proposals of which we have taken note are encouraging, but the existing antiquated machinery and the replacing of it by new. That is what we hope for from the assembling together in London of representatives of the head brains of the whole Empire. And that alone will make the move.

Constitutional Reform.

Hope deferred maketh the heart to wonder if that Constitutional Reform Association, after all, is to be added to Hongkong's long list of stillborns. This Colony has a fixed habit of allowing one or two or three men to do all the arranging for some new project, carefully refraining from according them any help or encouragement whatever—and then turning round on them and accusing them of half-heartedness. If the Association in question has got no farther than a little newspaper talk and the sending round of circulars, one is inclined to think that the fault rests quite as much with the general public as with those who distributed the circulars. In order to establish any reform in a place like this, there must be cordial combination; and it is not too late for the exercise thereof. There is certainly oneness of thought throughout the Colony in regard to the need for reform and for the introduction of representative government; thus the worst difficulty that might have stood in the way is already set aside. Every Britisher here feels that the present system of government is by no means to be desired, for it is entirely contrary to the traditions wherein he has been reared. He believes, and rightly, that the taxpayer should have a very considerable "say" in the laying-out of public money. He feels, too, that a Legislative Council wherein seven paid Civil Servants can out-vote six Unofficial Members is just an idle farce, and that, so long as this condition of things is allowed to last, there will be little hope of abolishing the many abuses that are constantly being complained of. Since there is undoubted unanimity on these points, why do not all of us get seriously to work, with the fixed intention of effecting the necessary changes? Why is no public meeting called? Hongkong possesses some very shrewd professional and commercial men, not a few of whom can command influence at home. In most cases these men would willingly associate themselves with the "representative" movement, and would gladly help in its organization. Will Mr. Pollock—who has done the Colony many a good and disinterested service—call together some of these gentlemen and discuss this matter?

The inevitable Hun.
Three statements are to hand, per Reuter, as to the behaviour of our dear brothers the Boches towards the towns and villages from which, for purely strategic reasons, they are so audaciously running away. The first is to the effect that young men of military age, and girls aged from fifteen to twenty-five, have been abducted; the second gives us to understand that "the Germans are showing a distaste for participating in wholesale burnings, fearing reprisals;" while the third is couched in the hypocritical phrasing characteristic of the pious Hun; to wit: "Everything serviceable to the enemy is being destroyed, though the greatest consideration has been paid to the inhabitants." Disregarding the third statement, the second gives us some hope that a time is soon coming when the barbarous burning and wrecking which is now the order of the day will be made to cease. We quite like that suggestion of the French press that the Allies should hint to the Kaiser that, for every French or Belgian town mined, a German town will be destroyed; and we should like to hear that more had been done in the matter. The only argument which the German can comprehend is one which affects his own miserable skin. If he is given clearly to understand that as he deals with the French and the Belgians, so will the Allies deal with him, we feel fairly confident that he will order his goings on somewhat different lines. This poisoning of wells, wanton burning of grand old chateaux, carrying off of young men and maidens, and all the other displays of culture to which we have been treated by the flag of Potsdam and his satellites, may seem good-fun while the Allies are not on German territory; but, if the Hun is made to realize that some bad quarters of an hour are coming to him just directly, we feel sure that he will see his way to mending his present conduct.

DAY BY DAY.

IT'S A WISE FATHER THAT KNOWS AS MUCH AS HIS OWN SON.

The Dollar.
The opening rate of the dollar on demand to-day was \$s. 3.15/16d.

To-morrow's Anniversary.
To-morrow is the 35th anniversary of Longfellow's death.

Postponed Departure.
The departure of the Pacific Mail steamer Ecuador has been postponed from Wednesday, the 28th inst., to Thursday, the 29th inst. at noon.

College Sports.
The annual sports in connection with St. Stephen's College are to be held at the Racecourse on Friday, the 30th inst., commencing at 1.30 p.m.

Rubber Dividend.
Messrs. Benjamin and Potts advise us that the Teluk Anson Rubber Estate, Limited, has declared a final dividend of 15 per cent, or 75 cents (Straits) per share.

Peak School Sports.
The Peak School sports are to be held on Friday, the 30th inst., at Tanderage, 132, The Peak, which the Hon. Mr. Olad Severn has kindly placed at the disposal of the scholars for the occasion.

Lecture.
Attention is directed to the announcement that Professor R. M. McElroy, Head of the Department of History and Politics at Princeton University, is to deliver a lecture on Monday evening, at the City Hall, on "The Political Backgrounds of the War."

Tied Round his Leg.
A Chinese, who is a casual employee at the Queen's Dock, was charged before Mr. C. D. Melbourne, at the Police Court this morning, with stealing two chisels used for breaking stone. They were found tied round his leg. Sentence of seven days' hard labour was passed.

A European's Loss.
Mr. V. Anderson, the third engineer of the s.s. Hapeli, has reported to the police that between 7.30 and 8.30 yesterday morning some person entered his cabin and stole a silver watch, a box of quills and \$250 in money, the total loss being valued at \$265.

Quarrelsome Chair Coolies.
Four chair coolies, all bearing marks of having been in a stiff fight, were charged before Mr. J. R. Wood, at the Magistracy this morning, with fighting. They admitted having disputed over a fare, and an Indian Sergeant said that when he warned them they quarrelled again. Each was fined \$3.

Consenting to Judgment.
Among the cases called before the Chief Justice, in the Summary Court, this morning, was that in which Hootan Ali and On, and Mrs. A. Gibbison for \$23.20. Mr. R. C. Faithfull appeared for the plaintiff; and Mr. L. D'Almeida for the defendant. The latter asked for an adjournment, as he was consenting to judgment, and this was granted.

Wanted Free Medicine.
Before Mr. J. R. Wood, at the Police Court this morning, a Chinese was charged with stealing a quantity of Chinese medicine from the Kowloon godowns. It was stated that the man was arrested with some of the medicines in his hands and pockets. He admitted that he had taken it to cure some pains in his chest. His Worship sentenced him to seven days' hard labour.

Gardeners' Quarrel.
Four market gardeners, one a complainant and three defendants, were before Mr. C. D. Melbourne, at the Police Court this morning, in connection with a dispute over some water. Their gardens are in the hills above Wong Nei Cheong, and the complainant, as he said, was usual diverted the common water supply over his plot early yesterday morning, but the others took exception to this, and high words were succeeded by blows, bamboos being used. The complainant was heavily boundaged about the head. His Worship thought that he would see his way to mending his present conduct.

THE GERMAN RETREAT.

WHAT IT MEANS.

A Clear Analysis of the Situation.

(SPECIAL to the "TELEGRAPH.")

During long winter months the British Army hammered at the German steel wall on the Somme, while the French army pressed itself more to the South, towards Liévin. The position of Germany having been rendered unbearable, the German leaders were in the meanwhile calculating their chances, and the means left at their disposal; namely: scarce food, fewer soldiers, but plenty of guns and ammunition. So it was resolved to shorten their front in order to economise men in the trenches. But, if they did hesitate in deciding from where to withdraw, the Allies gave them an unmistakable hint: they had to retreat from the Somme.

The British Army was at first alone in pushing back the Hun, who, for a few days, tried to make a masterly covered retreat. But the German generals could not foresee the irresistible strength of the British advance; and their plans have been foiled since German snipers and maxim-gun men have been dealt with by the Tommies. Then it was thought they would make a stand at Bapaume, that "new Gibraltar." Then, all of a sudden, the scene changes, by the unexpected dash of the French Army. To smash the German resistance farther north, the French broke through the German lines and, in a single day, the German retreat was extended from Arras to Lens, thus covering 68 miles instead of 20 miles, as on the previous day. That very day Bapaume was taken by the British, and Lens by the French.

The next day the Germans were in full retreat all along, and scores of villages were recovered by the Allies. The stand on Bapaume ridge was stamped out. The French at once extended their attacks to Carlepoort, Moulin-sec-Touvent, Neuville, and Croisy, the latter being two miles N. E. of Soissons; and all these localities were taken. From that date, 18th of March, the French were advancing on a front of 52 miles, and the German retreat extended from Arras to Soissons. On the 19th, Chaulnes, an important railway junction, 7 miles farther to the east on the same railway line, Reims and Ribecourt were entered by the French, and the British captured Peronne. It was no longer a question of wall-organized retreat, and, for the first time since the Autumn of 1914, the cavalry could be employed on the whole Allied front on the Somme.

The first object to be attained was the suppression of German covering parties. The French at once formed special flying corps, consisting only of light cavalry, light artillery, with mounted and light infantry. The result was not long delayed. Ham, Gaiscourt and Noyon were taken before the Germans could exercise all their cruelty on the civil population; the main German troops were approached more nearly, and a convoy could be captured on the road to Saint Quentin.

On the 20th, Chaulnes was in the hands of the French, who at the same time advanced as far as Roupy, a village less than 5 miles from St. Quentin to the S.E. of that town. The British army had then crossed the Arras-Bapaume road, and the Germans since then have been retreating on the Arras-Cambrai road. It cannot be expected that they will entrench for good on this road, for the salient on their own front would be full of menaces. Reuter telegrams suggested the straight line Lille, Douai, Cambrai, St. Quentin, La Fere, Reims and Rheims. Of course such a line is very tempting, because it consists of important towns, and the Germans could be extremely pleased to be left there quietly. It seems that the French are not of the same opinion—as they have of late taken Tergnier. A great meaning lies under that name. Tergnier is in fact a vital point in the line of the German retreat. It is a railway junction, and a clear analysis of the situation shows that it is a key position. The French are now in a position to take it, and the Germans are in a position to lose it. The French are now in a position to take it, and the Germans are in a position to lose it. The French are now in a position to take it, and the Germans are in a position to lose it.

railway centre, several times visited by the Allied aviators; it is the junction of railways running N.W. to Amiens; N.E. to St. Quentin and Charleville; N.E. to Vervins; E. to Laon; S.E. to Rheims, and S.W. to Compiègne and Paris. Furthermore, canals spread from the town in three directions: North, to St. Quentin and the Somme river; N.E. alongside the Oise river towards the Sambre river; and S.E. towards the Aisne river and Rheims. Tergnier is of so much consequence that it is protected by several forts; namely: Fort Liex, 3 miles up north; and Fort Vendear, 3 miles farther to the N.E. of Fort Liex. It was a very strong base for the Germans, but its capture means also the fall of the intended line Lille-Tergnier-Rheims. Moreover, the fact that the French could enter it so quickly suggests that Fort Liex has been abandoned too, and that the Germans do not intend to contest that line. Tergnier is less than 20 miles south of St. Quentin. Its fall means a new departure in the German retreat. From there, the French pursuit must have a double objective: St. Quentin to the North, and La Fere and Laon to the East. The Allies have thus turned round, and have obtained the vast tableland on which is built the town of Laon. The arrival of French troops from the West on that tableland places La Fere and Laon between two attacking corps: one from the West, and another from the South, delivering attacks after creeping from the shores of the Aisne.

Of course, the pressure imposed upon the retreating border is now no heavily felt that the Wolf Bureau has given out that "Hindenburg is preparing a new Tannenberg." Any hesitation on the part of the Allies will give their enemy more time to leave the ground and take away artillery with them. Flying columns are the first need of the moment.

At Tannenberg, the Russians were more than 1,000 kilometres distant from Petrograd, whereas the Allies at St. Quentin and Cambrai are only 130 and 165 kilometres respectively from Paris, and still less than 50 kilometres, or 30 miles, from the magnificently organised trenches they left only last week. Railways and roads for motor traffic are far more numerous in France than on the Russian frontier. Hindenburg spent his whole time studying his next campaign against Reims, but he has not a second life in which to study the French frontier. Finally, the Germans had ordinary ground at Tannenberg, whereas on the Somme they leave behind them only mined roads, broken bridges, destroyed railways, poisoned wells, burning houses and haystacks, and the ground presents gaping holes everywhere. If the actual advance of the Allies is delayed by all these obstacles, it would be the same in turn for the Germans were they to resist our advance, stop it and finally come to a big offensive. The Allies have never been afraid of open-field warfare, but the Germans must take with them big guns to prepare the way for their infantry. Actually their big guns are at the head of their retreating troops, and they would be the last on the battlefield. On the other hand, Lewis guns and French 75's would gladly have a talk with the German 77's. No; there is no reason for fear; it may not yet be the march to the Rhine, but it is a serious retreat under compulsion.

If, for a moment, we suppose it to be an ambush to lure the Allies into the gap opened on the Somme, the German plan is too childish not to be discovered at once, and the French will not remove their troops from Verdun or Belfort to send them after the retreating Germans. The British Army is certainly strong enough to watch, in a proper manner, the withdrawal of the enemy; and, at the same time, the French at Belfort are daily on the alert to see if the Germans really intend to evacuate Belgium only to invade Switzerland. There is no deficiency among the Allies, but Hindenburg is in a dire need of the 700,000 Germans feeding in "The Grave" at Verdun. Anyhow, for the moment, the French army to the south of the Somme is in a position to take the offensive. The French are now in a position to take it, and the Germans are in a position to lose it. The French are now in a position to take it, and the Germans are in a position to lose it. The French are now in a position to take it, and the Germans are in a position to lose it.

ACTION AGAINST POLICE SERGEANT.

Difficulty in Finding a Hearing Day.

The claim for \$1,000, for assault and battery, made by W. J. Cooper against Sergt. J. McD. Tallooh, of the Hongkong Police, was again mentioned to-day.

Mr. J. H. Gardiner, representing Mr. P. W. Goldring, appeared for the plaintiff, and the defendant, who was in Court, asked for the case to be adjourned *sine die*, explaining that they were very short of men in Yau-mat, so that every time he came to Court he had to get a man to take his place.

Mr. Gardiner thought it would be better to have a day fixed, but this would depend on the plaintiff, who was not at present in the Colony.

The Chief Justice remarked that as there was an action outstanding, the defendant was entitled to have it heard.

Mr. Gardiner said that the evidence of the plaintiff might have to be taken in Shanghai.

The Chief Justice said the defendant should not be brought to Court time after time, and adjourned the case *sine die*.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. E. O. Jenkin, D.S.P. (Reserve) state:—

Rifles.
The following will parade in uniform with rifles at Central Station at 5.45 p.m. on Tuesday, March 27. Exemption may be given by the Chief Inspector (Musketry) only. Medical exemptions must attend.—Sergeant. 607. Packham; P.O.'s 628. Reynolds, 704. Weaver, 738. Joseph, 689. Beck, 760. K. Mohamed, 821. Unaf, 816. Bandura, 584. Remedios, 584. Castibon, 584. Lorensino, 582. Remedios, 780. Baltran, 781. Ping Cheung, 87. Ko Shiu Kan, 49. Chan Tak, 82. James Lau, 25. Li King Po, 121. Man Tat Cheung, 636. White, 670. Hobbs, 714. Hunter, 754. Matton, 735. Spaulding, 808. Omar, 697. Hamed 818. Rahmud, 112. Ng Chup Ng, 31. Tam Chiu Wing, 89. Yeung Man Tak, 185. Lam Kin Ting, 310. Tang, Yek Loong, 189. Yeung Wing Ching, 243. Li Shui Ling, 245. Lau King Tong, 115. Au Wing Sap, 195. Lai Dan Foo, 244. Chan Chan.

four days the French made a substantial advance of 45 kilometres, or 28 miles, in depth from Damery to Tergnier, and captured eleven townships; they recovered possession of two railway lines: one of 43 kilometres in length, from Liévin to Tergnier, via Chaulnes, Noyon and Ham; and the other, of 42 kilometres, running through Lassigny, Noyon, and Chassigny, to Tergnier. The French pursued will not give any rest to the retreating Hun, nor will they halt to count their successes. From Tergnier, they have already crossed the Somme Canal, and have thus arrived within a mile of Fort Liex. The first towns to be captured now are St. Quentin and La Fere on the French front, and Cambrai on the British front.

If, then, we look at the map we see that the German front is helplessly open. Beyond the line from Lille to Rheims, all the rivers and canals enter the enemy line in the same direction as that of the actual advance of the Allies, so that they will be opening large cuts in the German positions. As for the railways, only Lille, Valenciennes, and Hinnon are big centres still remaining in the rear of the German line, alongside the frontier of Belgium. So the Germans may be obliged to withdraw to these places. If, indeed, they really intend at the same time to shorten and strengthen their Western front, the next move formidable line will be the one running from Antwerp to Metz through Brussels, Charleroi, Namur, Dinant, Givet, Meuse, Sedan, and so on. The Germans may be obliged to withdraw to these places. If, indeed, they really intend at the same time to shorten and strengthen their Western front, the next move formidable line will be the one running from Antwerp to Metz through Brussels, Charleroi, Namur, Dinant, Givet, Meuse, Sedan, and so on. The Germans may be obliged to withdraw to these places. If, indeed, they really intend at the same time to shorten and strengthen their Western front, the next move formidable line will be the one running from Antwerp to Metz through Brussels, Charleroi, Namur, Dinant, Givet, Meuse, Sedan, and so on. The Germans may be obliged to withdraw to these places.

TO-DAY'S MISCELLANY.

The United States is the world's third largest naval Power. Her principal warships are:-

First-class Battleships	42
Armoured Cruisers	10
First-class Cruisers	5
Second-class Cruisers	4
Third-class Cruisers	18

Although the standing American Army is a small one, the country has an enormous reserve to draw upon. The following are recent statistics:-

Regular Army	103,902
Militia	132,208
Hospital Corps	4,012
Quartermaster Corps	6,000

Total 246,124

The navy of the United States has, in its time, made at least two contributions of first-class importance to naval science, says the *Daily Chronicle*. The first steam vessel of war on record the *Demologos*, was built at New York by Robert Fulton in 1815, and completed just too late for use in the war with Great Britain, and half a century later the first ironclads, the *Merrimack* and the *Monitor*, were evolved by the combatants during the Civil War, completely changing the naval architecture of the war. The Americans, too, have played a considerable part in the evolution of the submarine.

The Commander-in-Chief of the American Navy entered the Naval Academy at Annapolis at the age of 15, graduated within the shortest period possible, and became an Admiral at an earlier age than any other American on record, states the *Chronicle*. "Admiral Mayo is neither big nor little physically," says his biographer. "He is a happy medium so far as size is concerned. His sandy hair is accompanied by eyes of deep blue, his mouth is firm, and his jaw deep-set and determined. His manner of speaking is deliberate and positive to a degree that sometimes creates on strangers the impression that he is flat-headed and more or less peripatetic. As a matter of fact the Admiral is one of the biggest-hearted men in the navy, and one of the most popular among its officers."

The ancient grievance against our spelling was resurrected at a meeting of the Simplified Spelling Society, says the *Poll Mail Gazette*, and one of the speakers appealed to his hearers to touch up their correspondence in the light of the new fashion, and so pave the way for reform on the grand scale. One often wonders who the members of these spell-alike societies can be. Are they schoolboys who have felt acutely on the subject, or are they those who have grown to maturity without the spelling eye, but with the jealous determination not to be outdone by other people?

Sir William Plender, in a lengthy report, gives an account of his stewardship as supervisor of the German banks in this country, remarks the same journal. Whether there has been any unreasonable delay in winding up these concerns is a question which it would need a very close study of the details to answer. Judging from the time consumed in disposing of the affairs of very moderate estates in bankruptcy or under will, it may well be that the liquidation of a bank holding many millions of assets and liabilities must run into years. Sir William Plender makes it clear that "no business has been done by the banks other than what was necessary to complete transactions of a banking character entered into before August, 1914." It appears, however, that the internal management of the banks did not understand until January last that they were to be definitely wound up and put out of existence. That is a point upon which the late Government might well have made its intentions clear at an earlier date.

Billiards. In connection with the Palace Hotel billiards handicap, the semi-final to be played to-night at 9 o'clock between Mr. Gray, Kowloon Dock champion, and Mr. Graham, Mr. Gray owes 250 and his opponent 50.

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph."]

"MANILA NEWS."

[To the Editor of the "Hongkong Telegraph."]

Sir,—Under the above caption, you published a sub-editorial comment in your paper last evening, criticising the *Manila Daily Bulletin* for printing "a despatch from Hongkong" to the effect that 135 Britishers employed in various commercial establishments in Hongkong had been called to the colours in the past few days under the Compulsory Service Act.

I can fully appreciate your indignation at this untrue and foolish statement, but, as the fully accredited representative of the *Manila Bulletin*, I most respectfully ask you to disassociate me from any responsibility in the matter of this despatch I now hear of for the first time. I have no idea who can have been so misguided as to send such "news" to the *Manila Daily Bulletin*, which is the most conservative and reliable of all newspapers in Manila, and I have made a special point of communicating with my paper urging them to correct this lamentable mis-statement. This I am sure they will do, for the *Manila Daily Bulletin* is the very last paper in the Philippines that would consciously impugn the honour of those gallant young men who have left this Colony of their own free will, and at no little sacrifice, to serve their country, nor in any manner or form can the *Manila Daily Bulletin* be labelled "pro-German." In fact, I can assure you, of my personal knowledge, that the German Consul-General stormed and fumed at the mangling head of the paper, Mr. Carson Taylor, because he refused point blank to be bribed by German money.

I write as a loyal Britisher, and am proud to represent the *Manila Daily Bulletin*, an American paper that has played the game and not been afraid to lose thousands of dollars' worth of German advertising rather than surrender its editorial independence and pocket its known sympathy with the Allied Cause.

Yours etc.

J. E. FLYNN ANDERSON, Journalist.

Hongkong, March 23, 1917.

[We gladly publish Mr. Anderson's disclaimer, and would express our thanks to him for having pointed out to his paper the erroneous nature of the statement complained of.—Ed. H.K.T.]

THE OVERSEAS CLUB.

Hongkong Maintaining Three Beds.

Mr. J. J. Bryan, Hon.

Corresponding Secretary in Hongkong for the Overseas Club, sends us a balance-sheet which was passed at a meeting of the Committee of the local branch last evening. This gives a detailed statement of the receipts and expenditure in connection with the movement for the support of "Hongkong" beds in Netley Hospital. It shows that a further sum of \$1,693.08 has been sent home, this being sufficient to maintain three beds for a period of twelve months.

It is the intention of local members of the Overseas Club to support these beds until the end of the war.

JUST ONE AFTER DINNER

will prevent that uncomfortable heavy feeling and aid digestion. Two taken at bed-time dispel Constipation as gently as nature next morning.

PINKETTES

cure Biliousness, Sick Headaches, Liver troubles, clear the complexion and sweeten the breath. Of all chemists, or post free for 60 cents the pinkettes from Dr. Williams' Medicine Co., 25 Sachseman Road, Shanghai.

NOTICE.

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2, Queen's Buildings, Hongkong, on TUESDAY 27th, March, 1917, at 12 NOON, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st, December, 1916.

The Share Register and Transfer Books will be CLOSED from the 21st, to the 27th inst., both days inclusive.

By Order of the Board of Directors.

R. M. DYER, Chief Manager, Hongkong, 16th March, 1917.

ANOTHER MIRACLE

The miracles performed by LITTLE'S ORIENTAL BALM are almost countless. Men and women who have become crippled by the horrible agonies of Rheumatism are throwing away crutches, canes, and bandages, and walking free with elastic step. Rheumatism in the back or shoulders, in the arms or legs, can be instantly relieved and cured by this marvellous remedy. There is no doubt about it—no possible room for unbelief. LITTLE'S ORIENTAL BALM really and positively does cure Rheumatism. You may have exhausted the resources of the ordinary physician, and tried numerous so-called remedies in vain; but you need not despair or give up hope until you have tried LITTLE'S ORIENTAL BALM that most extraordinary curative agent in the treatment of Rheumatism. Thousands have been cured. It will cure your Rheumatism.

Sold at 1s. 6d. per bottle. Agents for Hongkong, Messrs. A. S. WATSON & Co., Ltd.

TO-DAY'S ADVERTISEMENTS.

TOYO KISEN KAISHA.

s.s. "NIPPON MARU."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA, P. I.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside. Cargo remaining undelivered on the 25th March, at 5 P.M., will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 25th March, at 5 P.M. No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on the 30th March, 1917, at 10 A.M.

No Claims will be recognised if filed after the 13th April, 1917.

T. DAIGO, Agent, Hongkong, 23rd March, 1917.

PUBLIC LECTURE.

A LECTURE, to which the public are cordially invited, on "The Political Backgrounds of the War," will be kindly given by Professor E. M. McElroy Ph. D. Head of the Department of History and Politics, Princeton University, U.S.A., at the City Hall on MONDAY next, the 26th March, at 5.15 P.M.

Sir William Rees Davies will take the Chair.

H. F. POLLOCK, Hon. Secretary, Hongkong Odd Volumes Society.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on FRIDAY, the 30th March, 1917,

commencing at 2.30 p.m. at No. 1, Gordon Terrace, Hanoi Road, Kowloon

A Quantity of Valuable Household Furniture

(Full particulars from catalogue) On view from Thursday, the 29th, inst.

Terms—Cash on delivery. GEO. P. LAMMERT, Auctioneer.

WANTED.

WANTED.—BERTH AS MASTER on Coastal or Ocean-going steamer. First class references. Apply Box 1467 c/o "Hongkong Telegraph."

DAIRY FARM NEWS.

CORNERED BEEF

AND

CORNERED PORK.

PUT UP IN KEGS

and BARRELS

FOR

EXPORT OR STEAMERS' USE.

NOTICES.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A CLASS for "Beginners" will commence on MONDAY 2nd April, 1917.

Application for enrolment should be made to the undersigned as early as possible.

By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 15th March, 1917.

WAR LOANS INVESTMENT TRUST OF MALAYA.

(Incorporated in the Federated Malay States)

CAPITAL—\$6,000,000.—

In shares of \$10.—each (Straits currency) fully paid.

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of India & China.

The Hongkong & Shanghai Banking Corporation.

The Mercantile Bank of India Ltd.

THE HONGKONG ELECTRIC CO. LTD.

NOTICE.

The special attention of the Public is directed to the undermentioned Regulations which form part of the Regulations made by the Governor in Council under Sect on three of the Electricity Supply Ordinance, 1911, on the 15th March, 1917.

33.—"Any person making any addition to any electrical installation connected to the Company's main without obtaining the written consent of the company thereon shall be liable to a penalty not exceeding \$100 for every such addition."

34.—"Any consumer upon whose premises any such addition shall be found shall be liable to a penalty not exceeding \$100 for every day or part of a day during which such addition shall have been in existence. In this regulation "Consumer" means the person in whose name the contract for the supply of electricity to such premises was made with the Company, or if there be no such person, the principal tenant or person in actual occupation of the premises in which such addition shall be found."

Having regard to the possibility of a breakdown of the Company's present plant through unauthorized additions to existing installations, the Public is earnestly requested to co-operate with the Company by bringing to the Company's notice any contraventions of the above regulations.

Dated this 20th day of March, 1917. GIBB, LIVINGSTON & CO., Agents.

NOTICES.

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

THE ANNUAL GENERAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on TUESDAY the 27th March, 1917, at 4 P.M., precisely, in the CHAMBER OF COMMERCE ROOM, NEW GOVERNMENT BUILDING, for the following purposes:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1916.

(2) To elect a New Committee.

(3) To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary, Hongkong, 17th March, 1917.

H.K. POLICE (RESERVE) SERVICE RIFLE CHAMPIONSHIP MEETING

FOR HIS EXCELLENCY THE GOVERNOR'S CUP.

EASTER SUNDAY, April 8th, 1917.

Open to any person in the Colony. Entrance Fee \$1 (to be used in connection with Printing expense).

Service Rifles.	Open Sights.
100 Yards	Grouping
200 "	Deliberate
300 "	"
400 "	"
500 "	"
600 "	"

Printed Conditions may be obtained on written application to Inspector H. A. Lammert, Headquarters Club, H.K.P.R.

SAKURA BEER



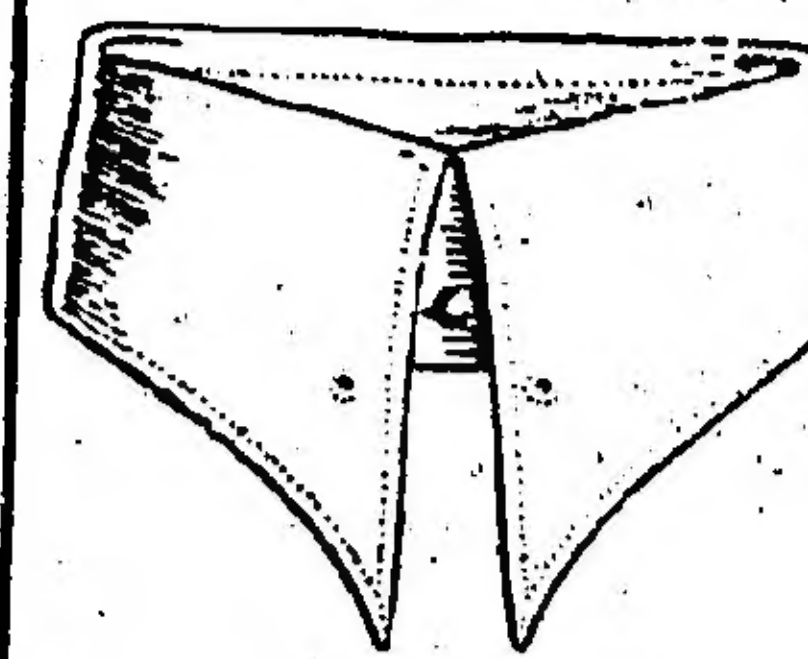
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A Soft Figma collar with a fairly heavy rib. Its stiffness is just sufficient to prevent it from locking "sloppy." Has a smart appearance and is acknowledged by wearers to be extremely comfortable. Half Sizes: 14 to 18 inches.

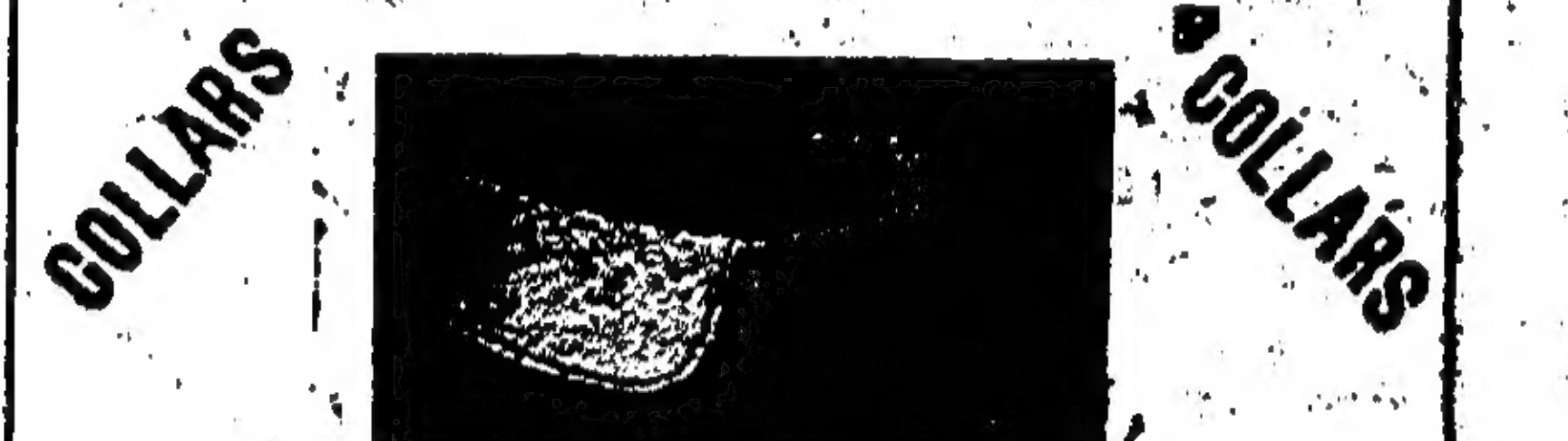
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Powell Ltd

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SMART STYLES IN PERFECT FITTING



STOCKED IN 1 1/4", 1 1/2", 1 3/4", 2", 2 1/4" DEEP AND IN QUARTER SIZES. VERY NEAT IN APPEARANCE AND FINISH.

DRESS COLLARS

IN THE MOST FASHIONABLE SHAPES.

SOFT COLLARS

(WITH OR WITHOUT PIN HOLES).

IN LINEN, FINE REPP, AND MERCEDES CLOTHS.

COLUMBIA GRAFONOLAS

AND RECORDS

SUPPLY YOU WITH MUSIC FOR EVERY MOOD.

CLASSICAL, OPERATIC, SONG and DANCE.

THE ANDERSON MUSIC CO., LIMITED.

6, DES VŒUX ROAD. TEL. 1332.

THE TOP NOTCH SCOTCH.

"King George V" Scotch Whisky.



THE DISTILLERS' COMPANY LIMITED, EDINBURGH.

CANDE PRICE & CO., LTD.

TEL. NO. 325

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P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
LONDON & Bombay via Singapore, Penang, Colombo, Port Said and Marseilles.			Connecting at Colombo with Australian Mail Steamer.
SHANGHAI, Moji and Kobe.			Direct Service.
SHANGHAI, Moji, Kobe and Yokohama.			Direct Service.
LONDON via Singapore, Penang, Colombo, Bombay, Port Said and Marseilles.			Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, Dates of Sailings etc. apply to

P. & O. S. N. Co.'s office, Hongkong, Jan. 2, 1917.

E. V. D. Parr, Superintendent.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days.

51,025 tons Displacement, Quadruple Screw, Speed 21 Knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama. Montevideo calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. SUTHERLAND, General Agent, Passenger Department, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Japan" tons 6,013. Capt. J. R. O'Sullivan, will be despatched for Shanghai, Kobe and Moji on the 24th instant.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD., Agents. Hongkong, Mar. 21, 1917.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For particulars of sailings shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope. Subject to change without notice.

THE BANK LINE, LTD., General Agents,

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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JARDINE, MATHESON & CO., LTD., Agents. Telephone No. 211.

SHIPPING

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THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira.		
VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama.		
CUTTACK via S'pore, P'ang & Rangoon.		
BOMBAY via S'pore, Malacca & C'bo.		
SHANGHAI Moji and Kobe.		
SHANGHAI, Kobe and Yokohama.		
NAGASAKI, Kobe and Yokohama.		
EASTBOUND NEW YORK LINE via PANAMA CANAL (CARGO ONLY).		

NEW YORK via Manila, San Francisco, Panama and Colon.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU. Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong
Nippon Maru	11,000 - 15 knots	28th Mar. at noon.
Shinyo Maru	22,000 - 21 knots	2nd Apr.
Persia Maru	9,000 - 14 knots	16th Apr.
Korea Maru	18,000 - 18 knots	28th Apr.
Siberia Maru	18,000 - 18 knots	12th May.
Tenyo Maru	22,000 - 21 knots	23rd May.

1st class to London G\$348 (£71.10.0), return G\$619 (£122).
to San Francisco G\$150, return G\$337.50.
Cargo only. Proceeding to South America Ports.
For this voyage the Persia Maru will call at Honolulu.
Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, LOLOLO, LOS ANGELOS.
Steamer Tons & Speed Leave Hongkong
Anyo Maru 18,500 - 15 knots 11th Sept.
For Full Particulars as to Passage & Freight, apply to

T. DAICO, Agent, KING'S BUILDINGS.

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JAVA PACIFIC LINE OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between

MANILA, HONGKONG AND SAN FRANCISCO.

Next sailing for SAN FRANCISCO via NAGASAKI.

Subject to change without notice.

S.S. Bintang 23rd Mar. S.S. Arakan 14th May.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SWATOW/SINGAPORE	Hupoh	24th Mar. at 9 a.m.
SHANGHAI	Yingchow	25th Mar. at d'light
SHANGHAI	Chenan	27th Mar. at 4 p.m.
HAIPHONG	Kailong	28th Mar. at 10 a.m.
SHANGHAI	Sinkiang	29th Mar. at 4 p.m.
SHANGHAI	Anhui	1st Apr. at d'light
MANILA, CEBU & ILOILO	Taming	4th Apr. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chitau," "Taming," and "Teau." Excellent Saloon accommodation Amidships; E. side fans fitted; Extra State-rooms on Deck Aft, on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Sinking," "Yingchow," "Shantung," and "Sinkiang" with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 35.

Hongkong Mar. 23, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijaroem		in port	28th Mar.	SHANGHAI
Tijilwong		24th Mar.	29th Mar.	KOBE
Tijpanas		23rd Mar.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first-class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 2 to 10 days.)

Steamships.	Captain	Leaving.
Hainan...	J. W. Evans	FRI. 23rd March, at 11 a.m.
Haitan...	A. E. Hodgins	THUR. 29th March, at 11 a.m.

FOR SWATOW.

Haitan... A. E. Hodgins... SATUR. 24th March, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailing from Hongkong—Subject to Alteration.)

For	Steamship	On
MANILA	Loongsang	Sat., 24th Mar. at 3 p.m.
SHANGHAI via Swatow	Wingsang	Sun., 25th Mar. at d'light
HAIPHONG	Loksang	Wed., 28th Mar. at 7 a.m.
SANDAKAN	Mausang	Thur., 29th Mar. at noon
SHANGHAI	Choyang	Fri., 30th Mar. at d'light
MANILA	Yuensang	Sat., 31st Mar. at 3 p.m.

CALCUTTA LINE—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai. These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon.

THE HONGKONG TELEGRAPH. EXTRA.

HONGKONG, WEDNESDAY, MARCH 21, 1917.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE GERMAN RETREAT.

British Still in Touch with Enemy.

London, March 20.

Reuter's correspondent at Headquarters says:—Our cavalry and infantry patrols are everywhere active east of our new line. We hold the line of the Somme in strength from Peronne, southward to Camisy.

Our reconnaissance patrols are active as far as Monsang-hausse(?). In several sectors between Arras and Bapaume our cavalry maintained touch with the enemy all day long.

Yesterday there was a good deal of skirmishing, but no heavy fighting.

THE DARDANELLES REPORT.

Outspoken Speech by Mr. Asquith.

London, March 20.

The House of Commons was crowded by distinguished visitors, including those from the Dominions, when Mr. Asquith rose to make a statement on the Dardanelles Report. He asked, if it was in the national interests not to print the evidence, why in the name of common sense and common justice did not the same argument apply to the Report itself? The problems of the first four months of the war were as numerous and as complicated as ever confronted a statesman, and he was content to leave the manner of their handling to the judgment of history. He defended the war procedure of the previous Cabinet and denied lack of precision, or that the experts had not been given opportunities to express their views.

Mr. Asquith took exception to the Commission's references to Lord Kitchener, after mentioning that Lord Haldane was one of those who most strongly pressed for the appointment of Lord Kitchener. Although the latter was masterful and endowed with a formidable personality, and was disposed to keep his own counsel, it was a complete mistake to suggest that he lived in isolation without consulting military opinion. Upon no man in our history had a heavier burden been laid; hence he (Mr. Asquith) was indignant at the recent attacks on Lord Kitchener.

The expedition was primarily naval, because Lord Kitchener proved to the War Council that troops were not available. The War Council spent three whole days in examining the available resources of men, and even summoned Lord French from France to hear his views. The War Council also ascertained the opinion of other British and French experts. The whole naval expert opinion favoured the enterprise. Lord Fisher's adverse view was not founded on technical naval objections, but on an avowed preference for a different objective in a totally different sphere.

Mr. Asquith, in dealing with the alleged delay in sending troops, including the 29th Division, emphasised the immense difficulties thereof. The Russian position was then bad, and there was urgent pressure by General Joffre and Lord French to keep the 29th Division. Lord Kitchener might have been right or wrong; certainly he had weighty reasons. Moreover, what would have been said if the civilian members of the War Council over-ruled Lord Kitchener? While the operations were proceeding he was in almost hourly consultation with Lord Kitchener, Sir Edward Grey and Mr. Churchill.

He therefore took strong exception to the statement in the Report that the War Council did not meet during the critical period. Speaking of the operations generally, he maintained that they had saved the position in the Caucasus and prevented for months the defection of Bulgaria; had kept three hundred thousand Turks immobilised; had destroyed the *corps d'élite* of the Turkish Army; and had contributed to the recent favourable events in Egypt, Mesopotamia and Persia.

[The concluding portions of the speech are not to hand as we go to press.—Ed. H. K. T.]

THE IMPERIAL WAR CABINET.

Dominion Representatives Greatly Impressed.

London, March 20.

The Dominion representatives were greatly impressed by the tone of the Imperial War Cabinet proceedings, which opened with a speech by the Premier, to which Sir Robert Borden, the Hon. W. F. Massey, General Smuts, Sir Edward Morris, and the Maharaja of Bikaner replied.

The Cabinet then proceeded to ordinary business. Subsequently representatives attended to hear the Dardanelles debate in the House of Commons.

VICTORIA THEATRE.

TO-NIGHT.

THE GRAND PRIZE PHOTO PLAY

OF GREAT INTEREST

FEATURING LILLIAN WEGGINS.

"LILLIAN'S ATONEMENT."

This Marvellous film shows life in all its phases, from selected private gambling resorts to the excitement of a Western mining camp.

Pathe's British Gazette No. 398.
Depicting Latest Incidents

The Great War 1914-17 (Series 19).
Interesting items of the Somme front.

ALSO COMICS.

SEE THE CHIMPANZEES WITH HUMAN BRAINS.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

(Continued from Page 1.)
EARLIER TELEGRAMS.

AMERICA AND GERMANY.

War Action Foreshadowed.

Washington, March 21.
President Wilson has called an extra session of Congress for 2nd April in order to take action regarding the state of war which admittedly exists between the United States and Germany.

Enemy Subjects Drilling.

Hartford, March 22.
Connecticut and most of the Atlantic States have already appropriated defence funds. The Governor of Connecticut stated that emergency legislation would be expedited. There was extensive drilling nightly of the enemies in their midst and the activities of munition-makers would be a problem in war time.

"War in the Fullest Sense."

Washington, March 22.
The principal copper producers have agreed to furnish the Government with forty-three million pounds of copper for the army and navy for a year at half the market price. State Governors, congressmen, officials and influential citizens have sent numerous messages to the White House in favour of war in the fullest sense.

The Cabinet when deciding to urge President Wilson to convene an extra session of Congress was absolutely united.

It is understood that President Wilson will discuss the need of universal military training.

The proposed Volunteer army of half a million men is intended to be the nucleus of an army of three millions.

TURKEY'S PENDING DOOM.

Arabian Chiefs Revolt.

London, March 21.
In the House of Commons, Mr. Balfour stated that the most important chiefs in Arabia have revolted against the Turks.

As the Turkish force is isolated and Turkish Headquarters could ascertain its position only through the British press, he preferred not to give particulars of the position in Arabia but he regarded it as satisfactory.

The Turkish Rout Described.

London, March 22.
Mr. Candler, the war correspondent, writing from Azizieh on the 3rd inst., describes the splendid work of the Tigris fleet which, jointly with the cavalry, turned the Turkish retreat into a rout. The fleet encountered desperate resistance at Maikellah, where the river turns back on itself in a complete hairpin bend placing vessels under fire from three sides. Here the enemy artillery and machine-gun teams dug themselves in at the apex of the bend and raked the gunboats coming and going and fired point blank as they passed. Our pompoms and machine-guns enfiladed the positions as the vessels passed. The quartermaster and pilot in the conning tower of one of the monitors were shot dead and the captain entered just in time to save the vessel from running full-steam ashore. The fleet rounded the bend at sixteen knots an hour when they were enabled to work havoc among the Turkish transport, gun teams and horse artillery, effectively co-operating in creating hopeless confusion among the fleeing enemy. The gunboats besides keeping up a brisk fire on the bank were also engaging the enemy shipping at extreme range while we closed up and captured several steamers including the gunboat Firedy which we lost at Ctesiphon. Passing Bghailah en route, we captured a great quantity of military stores and numerous guns.

A WEEK OF SUBMARINISM.

London, March 21.
The Admiralty announces that the arrivals of the past week totalled 2,523 vessels and the sailings 2,554.
There were sunk 16 vessels of over 1,000 tons and 8 under 1,000 tons. Nineteen vessels were unsuccessfully attacked. Submarines also sunk 21 fishing vessels including 17 sailing craft.
The Admiralty announces also that two mine-sweepers were mined. In one case there were no casualties and in the other 4 seamen were drowned.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE RUSSIAN REVOLT.

A Fraternal Message from England.

London, March 22.
Notice has been given of the following Government motion:—The House of Commons sends the Duma fraternal greetings and tenders to the Russian people heartfelt congratulations upon the establishment among them of free institutions in the full confidence that they will lead not only to the rapid and happy progress of the Russian nation but to the prosecution with renewed steadfastness and vigour of the war against the stronghold of autocratic militarism which threatens the liberty of Europe.

A Good Sign.

Copenhagen, March 21.
The rouble exchange rate is constantly increasing whilst other rates are decreasing, thus showing the confidence of business men in the Russian revolution.

THE GERMAN RETREAT.

Rapid British Advance.

London, March 21.
Field Marshal Sir Douglas Haig reports: We advanced rapidly south-eastward and eastward of Peronne, reaching points ten miles eastward of the Somme, and occupied another forty villages in this area. The enemy is developing considerable resistance at a number of places between Nurlu and Arras, but his rearguards are steadily expelled from their positions and our progress continues. We have carried out successful raids eastward of Arras and north-eastward of Neuville St. Vaast and also repulsed a raiding party eastward of the latter place. The enemy blew a mine south-eastward of Ypres damaging his own trenches.

A wireless German official message says: Apparent engagements on the Somme and the Oise there are of importance.

More Hunnish Barbarity.

London, March 22.
Reuter's correspondent at Headquarters telegraphing on the night of the 21st, describes a visit to Nesk where he was afforded some of the most striking examples of the Hun's barbarous wantonness. The enemy hurriedly departed two days before they intended hence they discontinued the work of pickaxeing the buildings and reducing them to mounds of rubble. The streets and bridges were blown up. The correspondent instances the treatment of the once beautiful Chateau Etalon. This was unscathed while the Germans lodged in it but is now gutted of its contents, has every window broken, the door panels bashed in and the balustrade splintered. The inhabitants of Nesk had to attend roll call daily. The Mayor had to stand alongside the commandant and whenever a civilian failed to salute the commandant ceremoniously when answering his name the Mayor was sentenced to three days' imprisonment.

Some Lively Actions.

London, March 22.
The French communiqué says:—North of Ham the situation is unchanged. Our light troops have maintained contact with the enemy between Boupy and St. Quentin. We forced a passage this morning east of Ham at two points on the Somme Canal in face of a vigorous resistance. We cleared the north and east banks of the canal and drove the enemy back as far as the outskirts of Clastres and Montcourt. The enemy flooded this region. The majority of the villages before our lines are burning in the region of St. Quentin. We progressed north of Tergnier. Some skirmishes took place in the valley of Ailette. The enemy, who were occupying in force the east bank of the Crozat Canal and Ailette, vigorously bombarded our lines. We made considerable progress north of Soissons, fighting several lively actions. The majority of the reconquered villages are in ruins east of the Meuse. The enemy launched several attacks on Calonne trench, but all failed.

Features of the Retirement.

London, March 22.
Reuter's representative at Headquarters, telegraphing this afternoon, states that a quail has continued all night long, adding to the discomfort of campaigning but not affecting the ground which remains practicable for the movement of horse and foot and guns. The Germans are leaving many civilian inhabitants whose joy at their liberation is pathetic. In the evening the Germans were falling back faster and making less resistance between Ham and Peronne, but northwards the retirement was more stubborn. Here our advancing troops were frequently met with machine-gun fire by the rearguards. It appears that the pivot of the great German swing has now reached Arras. South of Peronne our patrols are entering smoking villages seven miles east of the river. I am informed on unimpeachable authority that certain German cavalry regiments were ordered to leave horse dung near the wells. The inference is obvious.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

ITALIANS REPEL ATTACKS.

London, March 21.
An Italian official message states: We repulsed with heavy loss repeated attacks, preceded by violent gas shell-ing, on Costabella.

THE DOMINIONS AND PEACE TERMS.

London, March 21.
An authoritative statement issued regarding the Imperial War Conference says: During to-day's discussion, which dealt purely with preliminaries, a general desire to concentrate all energies on the prosecution of the war was unmistakable. The absence of Australia was much regretted. The feeling is growing that one of the most satisfactory features of the Conference is that it will afford an opportunity to the Dominions to express their views on the peace terms. It is felt more and more that the part they have played in the war and the fact that they regarded it as their own struggle equally with Great Britain fully entitle them to this right.

From this viewpoint as well as others the Conference is undoubtedly an historic event of first importance.

FOOD RIOTS IN BERLIN.

Amsterdam, March 21.
A telegram received here from Oldenzaal on the Dutch-German frontier, of to-day's date, states that there are persistent rumours of great rioting in Berlin, whither regiments from the Eastern frontier are reported to have gone to maintain order.

Later, Reuter's correspondent at Amsterdam reports that the riots in Berlin are owing to scarcity of food.

NEW FRENCH GOVERNMENT'S DECLARATION.

Paris, March 21.
In the Chamber, M. Ribot read a Ministerial declaration stating that the Government is determined to carry on the war to victory. Referring to the German retreat the declaration says:—Although it is doubtless the prelude to further battles in which the enemy will expend his last efforts, France feels confidence in view of the results obtained by the clever strategy of the leaders of the armies. The British and French effectives are superior to the enemy's and France's war material enables her to fight on an equal footing and as long as necessary. Referring to Russia it hopes that the development of republican institutions founded on popular sovereignty may be completed without serious trouble.

The declaration fore shadows fresh taxation and the prohibition of unessential imports.

GERMAN RAIDER'S FATE.

London, March 21.
German telegrams now make it clear that the Zeppelin L39, which was brought down this week at Compeigne, was one of the raiders on England.

TOMMY'S WELFARE.

London, March 22.
In the course of a speech Mr. Hodge outlined a scheme for settling soldiers after the war and stated that he is forming a great central committee composed equally of representatives of capital and workmen. Local committees are being similarly organised who will look after the soldier on the expiration of his month's furlough. Mr. Hodge appealed to employers and unionists for support.

A FREE FIGHT.

Missiles Enough to "Kill Half a Regiment."

It transpired at the Police Court this morning that there was a fierce free fight between at least fifty or sixty emigrant coolies at their temporary quarters at 2, Smithfield yesterday, in the course of which half bricks, pieces of wood and broken glass were hurled in a really dangerous manner.

One coolie, who had several cuts on his face, appeared to give evidence against six others who were charged, before Mr. O. D. Melbourne, with disorderly conduct. The man stated that he and many more coolies were about to go to sleep on the first floor when the men on the second floor made a lot of noise. He shouted out to them to stop, but they

only made more noise than ever. They later challenged them to fight, but he and his companions refused. The defendants and others then started throwing bricks at them and a free fight ensued. He did not join in, but was struck by missiles.

Inspector O'Sullivan said the place was strewn with bricks and wood. A great many windows were broken, and there was enough stuff on the floor to "kill half a regiment." It must have been a very big fight in which fully 60 or 80 men took part. One man had been sent to hospital, but he was not seriously hurt.

It was stated that the men are due to leave by the same ship in a few days' time, and, in view of this fact, and also because the men could not pay a fine, his Worship bound them over to be of good behaviour in the sum of £50 each.

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph."]

HEALTH OF CHINESE CHILDREN.

[To the Editor of the "Hongkong Telegraph."]

Sir,—I am glad to read the Sanitary Board report appearing in your paper a few nights ago, informing the public that the small-pox is now decreasing in this Colony. I would like, however, to point out the fact that great numbers of Chinese ladies do not know home nursing—especially how to nurse children—so the small-pox attacks these little ones in nine out of ten cases. Furthermore, Chinese ladies often take their children, even of one year old or under, to the Chinese theatres or the cinematograph for the night performance. The children of such an age are easily frightened when the drama are heated and other loud noises on the stage are made, and are similarly frightened when all the lights at the cinematograph theatres are off. Under the above circumstances I believe that the children are very uncomfortable, and easily contract other sicknesses apart from small-pox. Their eyes are not only no doubt spoiled by the powerful arc lamps at the Chinese theatres, but the little ones will get cold too, when the performance is over at mid-night.

I wish the local authorities would consider the above remarks and would give instructions to all the managers of the theatres requesting Chinese parents not to bring their infants to the theatres for the performances at night.

Yours &c.

MERCHANT.

Hongkong, March 23, 1917.

FORGETFUL JUROR.

Warning of Liability to Fine.

When the Criminal Sessions had been some time in progress this morning, an absent juror appeared and said he was sorry he had not been present at 10 o'clock. He was under the impression that the time was 10.30, and he was in Court at that time.

His Lordship inflicted a fine of \$10, but the juror said that he had a large family, whereupon it was reduced to \$5.

His Lordship, addressing the Press representatives, said he would like it to be known that some people who had been warned did not turn up because they forgot, but he thought that if it were made known that jurors were fined for not being present, they would remember the next time.

FOOTBALL.

Hongkong F.C. v. Royal Engineers.

These teams meet on the Club Ground at 5 p.m. to-morrow. The Hongkong side will be:—Goldenberg, Smith, Ballton, Edger, Stewart, Balaion, Walker, Chapple, McTavish and Oleno.

GENERAL SHIPPING NEWS.

Deaths of Seamen.

A return of the deaths of seamen has just been issued by the Registrar-General of Shipping and Seamen, as reported to him for the month of October, 1916. Altogether there were 135 deaths reported, 132 of which were British seamen, 44 Asiatic, and 19 foreigners. The return gives the name of the ship the man was serving on at the time, with the cause and place of death, and diseases of various kinds are given as the cause, such as tuberculosis, to which seven succumbed, eight of pneumonia, 17 of heart failure, whilst 53 lives were lost from drowning. Accidents, suicide, and other diseases were responsible for the remainder.

Carriage of Deck Cargoes.

A storm of controversy has been raised in shipping circles by the recent action of the Government in ordering the covering in of well-docked ships, many authorities in nautical matters maintaining that this is a most dangerous proceeding, and whilst adding only approximately 250,000 tons to our mercantile marine, will considerably jeopardise the lives of our brave sailors. The Mercantile Marine Service Association has displayed very active interest in this matter, and, whilst realising that during war the nation must be prepared to face many risks which would not be incurred in time of peace, the Council strongly protested against this measure. In rough weather a ship, which is heavily loaded has no power to rise to the seas, but simply wallows in them, straining herself unceasingly, burning extra coal and yet making no headway, while it is felt that our sailors are already running such risks from mines and enemy craft that it is unjust to heap any further anxieties upon them. In a letter recently addressed to the Secretary by a member of that body, the writer says:—"I see the shipping expert of the Government has increased the tonnage by a stroke of the pen, authorising the carrying of deck cargoes. We carry them in this ship, so maybe, you will pardon my remarks on the subject. As a war measure it is undoubtedly good and also far more comfortable than an open deck to walk along in bad weather, providing adequate means are provided for securing the cargo, but I wonder how many ships have any means of lashing a deck cargo beyond the ordinary lashing from stanchion to stanchion and permanently I don't think this enough unless the cargo comes well above the bulwarks. In ships fitted with continuous bulwarks it may not be so bad, but where a ship is fitted with part bulwarks and part rails it is simply rotten. I wonder what some other people think about this." The Council of the association, considering that all possible precaution and care should be exercised to ensure the comfort and safety of our sailors in the face of the ruthless attacks of the enemy, recently addressed a letter to the Board of Trade, urging that the crews of vessels might be housed for the duration of the war, either at or amidst ships, as the present custom of housing in the forecastle exposes these men to great danger in the event of the ship's coming in contact with mines, and stating that this suggestion could be put into instant practice, as there are now many empty berths at end and midships owing to passenger trade being suspended during the war. The following reply has been received from the Board of Trade:—"29th January, 1917. With reference to your letter of January 4th, on the subject of the berthing of seamen, I am directed by the Board of Trade to state that while they are unable fully to endorse the opinions expressed in your letter, yet, from the information in their possession, it is clear that seamen berthed in the forecastle of a ship are exposed to somewhat greater risk than seamen berthed elsewhere. The question of berthing is primarily one for the owners and the master of a ship, but the Board have suggested to shipowners that they should consider the desirability of berthing seamen elsewhere than in the forecastle in vessels, in which alternative accommodation is available.—I am (Signed), C. Hipwood."

Chinese Mutiny on Japanese Ship.

The crew of the Japanese Harima Maru, composed of Chinese and Siamers, mutinied at Baltimore on January 23, and held possession of the ship for several hours before the men were overcome by the city police. The Japanese chief engineer suffered a fractured skull. Revolvers, marlinbricks and other weapons were used and several shots were fired. The Harima Maru was loaded with a general cargo for Genoa. The cause of the trouble was insufficient food. The mutineers were taken to jail.

Shipmaster's Worry With Stowaways.

Mail advices from Auckland report that Capt. Naegle, master of the steamer Araluen, now en route to Sydney from Montreal, has been caused considerable trouble owing to the presence on board his command of three stowaways. Capt. Naegle's troubles began when the Araluen reached Auckland. He handed the trio over to the police, but after the latter made inquiries they returned the men to the ship, and stated that by the war regulations they could not be allowed to land in New Zealand, as they had neither permits nor passports, and responsibility for keeping them off-shore was cast upon the ship's captain. It is stated that the men got aboard the ship at Panama, were discovered when the ship was 24 hours out of the canal, and were looked up, but managed to get out of the cabin in which they were immured, and it was not until some time later that they were re-discovered, as they had dug themselves into cover in the coal bunkers. It is understood that on account of belief that the men were deserters from the United States Army, the captain communicated with the American Consul at Auckland, and had his information verified by cable. He was consequently desirous of leaving the men at Auckland for transfer back to the States, but the police and Customs authorities, probably in view of the men's names indicating that perhaps two of them are of the doubtful "hyphenated" American variety, refused to allow the men to be landed. It is understood that the three men are still on board the Araluen.—Exchange.

Four New Motor Ships.

The most important order recently placed in the United Kingdom is for four sister ships, each with a carrying capacity of over 13,000 tons and a speed of about 13 knots—essentially the largest and fastest motor vessels yet to be constructed for purely mercantile work, says an "Exchange." The length of these vessels is to be approximately 470 ft., and the engines to be fitted in each craft comprise two four-cylinder motors of the type installed on the Glen Line's Glenamoy and Glenegyle, the former of which arrived in Shanghai on February 18, but much larger. They are eight-cylinder machines, each developing 3,000 i.h.p., giving a total machinery power of 6,400 i.h.p. These engines will be built on the Clyde, as no doubt will the hulls, the order being in the hands of Messrs. Harland and Wolff, Ltd., and it is hoped that all four ships will be completed well within the next two years. Not only does this machinery power represent the biggest installed in a merchant ship, but it is far higher than was at one time thought possible with motors of the four-cylinder type. At present there are no engines of this design having a greater power than 2,000 i.h.p. each. There are to be certain other features in these ships which will be novel in practice. There will be three Diesel dynamo sets of about 160 h.p. each. Both of the main propelling engines will drive a three-stage air compressor which will provide the main driving, as well as the injection, air, and as a stand-by there will be one spare air compressor driven by an electric motor. This spare compressor will no doubt be required when there is heavy maintenance to be carried out, but the idea is that in the ordinary way at sea only one Diesel generating set shall be running. When entering port the spare air compressor will be started up and a second generating set put in operation. When all the electric

winches are being used in port for discharging cargo, possibly all three Diesel-driven dynamos will be required! The new ships will be equipped in the best possible manner for cargo carrying, will have funnels like steamships, and at full speed, fully laden, will consume about 18 to 20 tons of oil fuel per day.

It is understood that notice has been given to shipowners that vessels loading cargo in the River Plate may now, as an exceptional war measure, load down to what is known as the Indian Summer Mark, provided that when the ships reach northern latitudes, between October and March inclusive, their Winter Marks are not immersed. This should be quite practical, owing to the fact that, as the ships consume their coals, they are rising steadily in the water. The permission is really in strict accordance with the view long held in certain quarters that the loading of vessels should be regulated scientifically, according to the voyage. There are at present three Plimsoll marks, known as the Winter, Summer, and Indian Summer Marks. Except as regards vessels trading in Indian waters during the Indian summer, ships could only load to the Winter or Summer Marks, according to their position at the time. An anomaly has thus frequently arisen. For instance, it is maintained that vessels loading on the west coast of South America, not below a certain latitude, and proceeding home via the Panama Canal, never experience bad weather until they have arrived on the Atlantic side of the Canal. Consequently, it has been argued that vessels loading at ports not south of Acapulco could safely be loaded so that by the time they reach the Atlantic they are not below their Winter Plimsoll Mark. As indicating the difference in the marks and its effect, the draught of an 8,000-ton, deadweight steamer during the winter may be 24 ft. 10 in.; during the summer 25 ft. 4 in.; and during the Indian summer 25 ft. 10 in. Between the winter and summer marks there is thus a difference of 6 in., and between the winter and Indian summer marks 1 ft. An inch in depth represents, roughly, 40 tons of cargo-carrying capacity, so that in this size of ship an additional 240 tons could be loaded in the one case, and in the other about 480 tons. As the quantities shipped from South America run into millions of tons, and the present permission represents an addition of about 6 per cent. to the carrying capacity of the vessels loading in the River Plate, it means a very substantial increase in the carrying capacity of the ships. In the case of ships loading on the West Coast of South America it would probably represent an increased carrying capacity of about 5 per cent. In certain quarters the recent proposal to close the tonnage openings in all shelter-deck steamers has met with some little criticism. It has to be remembered that a large proportion of shelter-deck steamers are of the passenger and cargo line classes which are now employed, to a considerable extent, in carrying troops, horses, etc., necessitating the piercing of the 'tween decks for ventilation and light. Consequently, in ships so employed the tonnage openings cannot well be closed, and such ships will, of course, be exempted. The present permission, it is true, however, all classes of steamers; and no surprise would be expected in shipping circles if the principle of the winter, summer, and Indian summer marks should be extended to other trades where its advantages could be obtained without any additional risk. Further allowances which have been made since Sir Joseph Mackay undertook the duties of the revision of the regulations governing deck-loading by which vessels which formerly were allowed to carry only a few feet of deck-load may now carry a greater height, while deck-loads are permitted in vessels where formerly they were prohibited. It is calculated that these amendments will add half a million tons to our available shipping.—Exchange.

New Load Line Regulations.

It is understood that notice has been given to shipowners that vessels loading cargo in the River Plate may now, as an exceptional war measure, load down to what is known as the Indian Summer Mark, provided that when the ships reach northern latitudes, between October and March inclusive, their Winter Marks are not immersed. This should be quite practical, owing to the fact that, as the ships consume their coals, they are rising steadily in the water. The permission is really in strict accordance with the view long held in certain quarters that the loading of vessels should be regulated scientifically, according to the voyage. There are at present three Plimsoll marks, known as the Winter, Summer, and Indian Summer Marks. Except as regards vessels trading in Indian waters during the Indian summer, ships could only load to the Winter or Summer Marks, according to their position at the time. An anomaly has thus frequently arisen. For instance, it is maintained that vessels loading on the west coast of South America, not below a certain latitude, and proceeding home via the Panama Canal, never experience bad weather until they have arrived on the Atlantic side of the Canal. Consequently, it has been argued that vessels loading at ports not south of Acapulco could safely be loaded so that by the time they reach the Atlantic they are not below their Winter Plimsoll Mark. As indicating the difference in the marks and its effect, the draught of an 8,000-ton, deadweight steamer during the winter may be 24 ft. 10 in.; during the summer 25 ft. 4 in.; and during the Indian summer 25 ft. 10 in. Between the winter and summer marks there is thus a difference of 6 in., and between the winter and Indian summer marks 1 ft. An inch in depth represents, roughly, 40 tons of cargo-carrying capacity, so that in this size of ship an additional 240 tons could be loaded in the one case, and in the other about 480 tons. As the quantities shipped from South America run into millions of tons, and the present permission represents an addition of about 6 per cent. to the carrying capacity of the vessels loading in the River Plate, it means a very substantial increase in the carrying capacity of the ships. In the case of ships loading on the West Coast of South America it would probably represent an increased carrying capacity of about 5 per cent. In certain quarters the recent proposal to close the tonnage openings in all shelter-deck steamers has met with some little criticism. It has to be remembered that a large proportion of shelter-deck steamers are of the passenger and cargo line classes which are now employed, to a considerable extent, in carrying troops, horses, etc., necessitating the piercing of the 'tween decks for ventilation and light. Consequently, in ships so employed the tonnage openings cannot well be closed, and such ships will, of course, be exempted. The present permission, it is true, however, all classes of steamers; and no surprise would be expected in shipping circles if the principle of the winter, summer, and Indian summer marks should be extended to other trades where its advantages could be obtained without any additional risk. Further allowances which have been made since Sir Joseph Mackay undertook the duties of the revision of the regulations governing deck-loading by which vessels which formerly were allowed to carry only a few feet of deck-load may now carry a greater height, while deck-loads are permitted in vessels where formerly they were prohibited. It is calculated that these amendments will add half a million tons to our available shipping.—Exchange.

Employment in the Merchant Service.

Captain G. G. Gillard, the chief of the Employment Bureau of the Mercantile Marine Service Association, states that during the past week there has been a marked falling off in the demand for masters and officers to fill vacancies, says the Liverpool Journal of Commerce of February 3. There has been such a record of vacancies within the past months that the hull will enable the association to prepare a record of all the members available so that vacancies may be filled expeditiously when a renewed demand is made. The number of men seeking employment at present is appreciably fewer, and there are several vacancies for second officers still offering. Employers in a few cases still fall into the old familiar style of asking for "young men," but there are so few who really answer in the strict sense this designation, that owners find in a man of mature age, a renewal of youth with the very valuable adjunct of experience and many an unexpected "find" has been made in this way. The navigation schools in Liverpool are just now filled to the limit with young men up for their tickets, and those will be available for the extra tonnage the Government will have to acquire. Captain Willott, the Liverpool representative of the association, reports that vacancies are fairly numerous and have been satisfactorily filled. They have applications at present for three masters, a chief officer, and many juniors. There is a very marked diminution of suitable men available, but every care is being taken to give members on shore a chance of making application. Certificated men would do well to send in their names and addresses to either the secretary, Tower-building, Water Street, Liverpool, or to Captain W. A. Willott, Mercantile Marine Service Association, 20, Fenchurch Street, London, E.C., who will give them every assistance to obtain employment, and thus do their bit for the country in the time of need.

[If you have lost your appetite]

one of the big variety of dainty dishes at the ALEXANDER CAFE, before to tempt you.

Big Swedish Shipbuilding Contract.

The Grönberg-Bolaget (Swedish Iron Ore Company) has closed a contract with Aktiefabrik Goteborg's Mekanism Verkstad, (Goteborg's Machine Works) and Shipbuilding Yard, Goteborg for the construction of 18 large steamers, the contract price of which totals about 40 million kroner (about 2½ million pounds sterling). This is by far the largest order placed with a Swedish shipbuilding yard, and it will take years to complete.

French Colonies and the Tonnage Situation.

Shipping facilities between France and her overseas empire are not what they should be at present, according to the views of several deputies representing Guadeloupe in the French Parliament. These members have petitioned the Colonial Minister, the Minister for Public Works, and the Minister for Transport and Supplies, pointing out the great inconvenience caused by this state of things, and that, at the present time, the connections are almost completely severed. Moreover, owing to favourable crops, the French colonies at present dispose of large quantities of essential matters very necessary for alimentary and industrial needs. On the other hand, there is urgent need in the colonies for large quantities of manufactured articles which the mother country could supply. The attention of the authorities is also drawn to the requisitioning of vessels—the names of which are given—and the hope is expressed that something will be done to mitigate the evil. The colonists in the Antilles are especially anxious regarding the situation, because the tonnage placed at their disposal for the shipment of sugar to Marseilles is barely sufficient, and it is desired that if improvement cannot be effected at least no further depletion will take place.—Journal of Commerce.

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HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;

B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.

MARINE INSURANCES.

Canton n. 150

North China n. 150

Unions n. 150

Yangtzes n. ex 73 125

FIRE INSURANCES.

China Fires b. 155

H.K. Fires b. 155

SHIPPING.

Douglases s. 105

Steamboats s. 105

Indos (Del.) b. 105

Indos (Pref.) n. 105

Shells n. 105

Ferries d. 105

REFINERIES.

Sugars s. 105

Malabons n. 105

MINING.

Kailans s. 105

Langkats b. 105

Rauhs s. 105

Tronchs s. 105

Urals s. 105

DOCKS, WHARVES, GODOWNS, &C.

H.K. Wharves s. 105

Kowloon Docks b. 105

Shai Docks b. 105

LANDS, HOTELS AND BUILDINGS.

Centrals n. 105

H.K. Hotels n. 105

Land Invest. b. 105

Hypothecs s. 105

K'loon Lands n. 105

Shai Lands n. 105

West Points b. 105

COTTON MILLS.

Ewos n. 105

Kung Yiks n. 105

Shai Cottons b. 105

Yangtzepons b. 105

MISCELLANEOUS.

Borness b. 105

China Light & P. b. 105

Providents s. 105

Dairy Farms s. 105

Green Islands b. 105

H.K. Electrics b. 105

H.K. Ice Co. n. 105

Ropes n. 105

Steel Foundries n. 105

Trams, Low Level b. 105

Trams, Peak, old s. 105

Trams, Peak, new b. 105

Laundries n. 105

U. Waterboats n. 105

Watsons b. 105

Wm. Powells s. 105

Morning Posts n. 105

CONNECTED TO HONGKONG FRIDAY MARCH 23, 1917.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T 2/3 1/2

Demand 2/3 1/2

30 d/s 2/4

60 d/s 2/4 1/2

4 m/s 2/4 1/2

T/T Shanghai 2/4 1/2

T/T Singapore 2/4 1/2

T/T Japan 2/4 1/2

T/T India 2/4 1/2

Demand, India 2/4 1/2

T/T Ben Francisco 2/4 1/2

T/T Java 2/4 1/2

T/T Manila 2/4 1/2

T/T France 2/4 1/2

Demand, Paris 2/4 1/2

BUYING.

4 m/s L/O 2/4 1/2

4 m/s D/E 2/4 1/2

6 m/s L/O 2/4 1/2

30 d/s Sydney & Melbourne 2/4 1/2

30 d/s San Francisco 2/4 1/2

30 d/s New York 2/4 1/2

4 m/s Manila 2/4 1/2

4 m/s France 2/4 1/2

6 m/s France 2/4 1/2

Demand, Germany 2/4 1/2

Demand, New York 2/4 1/2

T/T Bombay 2/4 1/2

Demand, Bombay 2/4 1/2

T/T Calcutta 2/4 1/2

Demand, Calcutta 2/4 1/2

Demand, Manila 2/4 1/2

Demand, Singapore 2/4 1/2

On Haiphong 2/4 1/2

On Saigon 2/4 1/2

On Bangkok 2/4 1/2

Sovereign 2/4 1/2

Gold Leaf, per oz. 2/4 1/2

Bar Silver, per oz. 2/4 1/2

SUBSIDIARY COINS.

DISCOUNT PER \$100:

China 20 cts. place 2/4 1/2

China 10 cts. place 2/4 1/2

Hongkong 20 cts. place 2/4 1/2

Hongkong 10 cts. place 2/4 1/2

Hongkong 5 cts. place 2/4 1/2

Hongkong 2 cts. place 2/4 1/2

Hongkong 1 cts. place 2/4 1/2

Hongkong 1/2 cts. place 2/4 1/2

Hongkong 1/4 cts. place 2/4 1/2

Hongkong 1/8 cts. place 2/4 1/2

Hongkong 1/16 cts. place 2/4 1/2

Hongkong 1/32 cts. place 2/4 1/2

Hongkong 1/64 cts. place 2/4 1/2

Hongkong 1/128 cts. place 2/4 1/2

Hongkong 1/256 cts. place 2/4 1/2

Hongkong 1/512 cts. place 2/4 1/2

Hongkong 1/1024 cts. place 2/4 1/2

Hongkong 1/2048 cts. place 2/4 1/2

Hongkong 1/4096 cts. place 2/4 1/2

Hongkong 1/8192 cts. place 2/4 1/2

Hongkong 1/16384 cts. place 2/4 1/2

Hongkong 1/32768 cts. place 2/4 1/2

Hongkong 1/65536 cts. place 2/4 1/2

Hongkong 1/131072 cts. place 2/4 1/2

Hongkong 1/262144 cts. place 2/4 1/2

Hongkong 1/524288 cts. place 2/4 1/2

Hongkong 1/1048576 cts. place 2/4 1/2

Hongkong 1/2097152 cts. place 2/4 1/2

Hongkong 1/4194304 cts. place 2/4 1/2

Hongkong 1/8388608 cts. place 2/4 1/2

Hongkong 1/16777216 cts. place 2/4 1/2

Hongkong 1/33554432 cts. place 2/4 1/2

Hongkong 1/67108864 cts. place 2/4 1/2

Hongkong 1/134217728 cts. place 2/4 1/2

Hongkong 1/268435456 cts. place 2/4 1/2

Hongkong 1/536870912 cts. place 2/4 1/2

Hongkong 1/1073741824 cts. place 2/4 1/2

Hongkong 1/2147483648 cts. place 2/4 1/2

BANKS.

BANK OF CANTON, LIMITED.

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:

For 3 Months, 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

7:00 A.M. to 10:00 A.M. EVERY 15 MIN.

10:00 A.M. to 12:00 P.M. EVERY 15 MIN.

